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The only baking powder  
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Cream of Tartar  
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## REAL LIVE GOSSIP FROM PORKOPOLIS

**Paid Last Month More Than a Million Dollars a Day  
For Hogs-- State Water Ways Circuses and  
Other Local Affairs**

Chicago, Feb. 6.—Thirty-six million dollars has gone into farmers' pockets during the month just ended as a result of the phenomenal shipments of hogs which have poured into Chicago, Kansas City and other points for the past few weeks, because the high prices of corn made feeding unprofitable. It is estimated that 4,000,000 hogs reached primary receiving points in the Mississippi valley in January. This breaks all previous January records, including the last one, which was made in January, 1901. In addition to this another \$4,000,000 worth of porkers were slaughtered on the farms. Taking the country as a whole it is the heaviest run of hogs in trade history. Iowa, South Dakota, Minnesota and Wisconsin have made the heaviest contributions to the movement and the receipts at Milwaukee and St. Paul show enormous gains. The cattle trade is in a rut at present and prices for sheep and lambs are low. The hog movement, however, proves the soundness of the livestock business in the west and successfully disposes of the theory that the present industrial depression is based on any real depreciation in value of the natural resources of the country.

Significance is seen in the recent Baltimore speech of Chairman Burton, of the house committee on rivers and harbors, in which he called attention to the national need of more inland waterways and added: "But before the highest development of transportation can be reached it is essential that there be a new order of things in the relation between the waterways and the railways, under which there shall no longer be a destructive policy of competition, but rather a constructive policy of co-operation. The power of the federal government should be exercised to secure the harmonious action of different agencies of transportation for the general benefit of all." It is not many months since Chairman Burton was very chary of giving public encouragement to advocates of the Lakes-to-the-Gulf project or any other for which large federal appropriation will be needed. He has gone on record now thus: "After the elimination of many projects which appear visionary or extravagant, there is room for a wise and helpful expenditure of largely increased amounts upon the waterways of the country." Moreover Mr. Burton is from Cleveland, the headquarters of the Lake Carriers association who recently expressed opposition to the Lakes-to-the-Gulf project is based on ostensible fear that the level of the Great Lakes will be lowered by the flow of such a waterway. Congressman Lorimer has pointed out that the waterway necessarily will be a slack water canal, and that when completed it would not require even the 10,000 cubic feet a minute to which the Chicago drainage canal is entitled.

Some progress was made during the week in Illinois by those attempting to carry out the state's waterway plan, that of creating waterpower

revenues which shall pay the proposed \$20,000,000 issue of state bonds with which the link from Lockport to the Mississippi river is to be constructed. Upon solution of the Illinois problem the entire project now hangs. The waterway advocates at Springfield may propose a compromise plan in order to avoid the imminent litigation with the private waterpower interest, litigation which necessarily would be protracted for several years. It has been assumed, perhaps erroneously, that the Economy Light & Power company, owner of the dam and riparian rights, would demand several million dollars to surrender its rights. But inquiry is now being made to see if this be true or if a compromise, satisfactory to both sides and advantageous to the Lakes-to-the-Gulf project, cannot be made. The officers of the Economy company have repeatedly stated their friendliness to the waterway and have provided for a lock in the dam acceptable to the war department and army engineers, who have said the dam would save \$422,000 in the construction of the waterway channel.

Among the obituary anecdotes of Col. Burr Robbins of Chicago, whose circus posters and tamed hyenas and things can be vividly recalled by thousands of older people in every state in the union, the most characteristic one is this: It was the pleasant stunt of his lion tamer to ride in the cage with an assortment of "man eating king of beasts captured in the heart of Africa," to quote old circus bills. One day Mr. Lion Tamer emphatically declared that his pay was too low for the chances he took so he "struck." The parade was about to start. "You — you can't bulldoze Burr Robbins," roared the circus owner, who won a colonelcy in the civil war for bravery. "Why I don't need you anyway. Here's where I'll save money: I'll ride in there myself." Whereupon he jumped into the cage with no weapon but a whip, and rode there throughout the parade. This tamed the tamer and all the other circus men. Robbins died last week a wealthy man, reputed to have farms in half a dozen states, and a magnificent collection of Chicago real estate, banks and real oil wells. He started life by running away when his parents sent him to college and he drew \$15 a month at first from Smulding & Rogers circus, caring for the tights of Charlie Fish, a bareback daredevil whom he later hired at \$250 a week. Perseverance, economy and defiance even of lions did it.

When the visitors to Chicago were able this week to ride from the stock yards to Lincoln park and from the site of the old Hull's Head tavern to Jackson park where the Columbian exposition buildings stood, all for one fare, five cents, they realized that Chicago's streetcar tangle was unsolved. Now that the problem had been solved of satisfying the holders of stocks or bonds of half a dozen different companies, each with the ingenious assortment of securities

ties that Charles T. Yerkes created with ample profit to himself, the prospects for good street cars, rails and power seem very immediate. The tasks of the swarm of lawyers engaged upon the matter would have been ended long ago except for the necessity of getting for the new Chicago Railway company an unnumbered title to the various properties of the Union Traction company and its under-lying, leased or allied companies. Now the bonds which will be issued for rehabilitation will be under a first mortgage upon all the network of north and west side car lines. At first about \$12,000,000 will be expended and arrangements for this sum have been made with the National City Bank of New York and the Harris Trust & Savings Bank of Chicago. Then the names of "West Chicago Street Railway," "Union Traction," and "Consolidated Traction" will vanish from such of the cars as are worth the paint to blot them out, with the unsavory memories of many years.

So fierce was the \$1,500,000 fire which destroyed the Peate, Colby and Keith buildings last week that the one structure supposed to be fire-proof was gutted by the flames as though built in the old way, of wood and plaster. Windows 40 feet distant from one building were cracked although insurance men had said that nothing less than a blow-pipe blaze could damage them. At one time 900 firemen were working in a freezing wind and their success is shown in the saving of buildings adjoining those which burned. Fifty thousand spectators defied the cold to watch the conflagration and they cheered one particularly heroic fireman who climbed a fire escape seven stories dragging a heavy hose and finally plunged into a window out of which steam and smoke were pouring. By the time he reached the seventh floor he was black with smoke and covered with icicles from head to foot. When he disappeared the crowd gave an audible gasp; half an hour later he reappeared on the fire escape wearing one of the most gorgeous hats any woman ever saw and was welcomed with a roar of laughter. Groping in the smoke and dark he had seized this out of the millinery stock to replace the helmet which had been lost.

Hypnotism as an aid to good marks in school has been tried by two Chicago pupils and found a flat failure. It didn't work. They studied a book on "mesmeric influence" and when they had the formula down pat, one of the boys secretly commanded his teacher: "Arise and mark me 100." The teacher arose but she was going to do it anyway. He tried it again, when he had caught the teacher's eye according to instructions, but she didn't respond, at least not as expected. His mate in another room had even worse luck for his department record suffered. They had been promised a prize by their parents if their standing was high but if they win it, they found they would have to study something besides hypnotism.

## JAMES WHITE SERIOUSLY HURT

**Struck by Speeder on Lake Labish Trestle and Gets Hard Fall—Lower Limbs Paralyzed and Back Injured.**

Shortly before noon today James White, who is well-known in this city, was struck by a speeder while working on the trestle across Lake Labish, on the Oregon Electric line, and thrown violently to the ground below, sustaining injuries which may prove fatal. When picked up by fellow workmen he was unable to move his legs. He was immediately placed upon a handcar and brought to Salem, arriving here about 1 o'clock, and was taken in an ambulance to the Salem hospital.

After arriving here he said that his back was broken, and probably his hips, and that he was completely paralyzed in his lower limbs.

Mr. White was formerly superintendent of the horse car line in this city, where he has been a resident for many years.

Dr. Byrd was summoned to the hospital to attend him.

### Killed Her Children.

Haverhill, Mass., Feb. 6.—Crazed by the death of two of her children and her sister, all of whom were buried last week, Mrs. George B. Stevens, 40 years of age, set a razor this morning, after her husband had left home for work, and cut the throats of her other two children. They both died within a few minutes. Mrs. Stevens was formerly an inmate of an insane asylum.

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75 pairs Men's Patent Leather, regular \$4,	\$2.95
sale price	
63 pairs Men's Vici and Box Calf, regular \$4,	\$2.95
sale price	
109 pairs Men's Patent Leather and Box Calf,	\$2.65
regular \$3.50, sale price	
54 pairs Men's Black and Tan High-cut Water-	\$5.80
proof, regular \$7, sale price	
68 pairs Men's Black and Tan High-cut Water-	\$4.90
proof, regular \$6, sale price	
73 pairs Men's Black and Tan High-cut Water-	\$3.65
proof, regular \$5, sale price	
48 pairs Ladies' Patent Leather and Vici Kid,	\$2.45
regular \$4, sale price	
53 pairs Ladies' Vici Kid Patent Tip, regular	\$2.45
\$3.50, sale price	
84 pairs Ladies' Patent Leather and Gun Metal,	\$2.10
regular \$3, sale price	
56 pairs Ladies' Kid Patent Tip, regular \$2.75	\$1.95
sale price	
75 pairs Ladies' and Misses Shoes, regular	\$1.30
\$1.75 and \$2, sale price	
59 pairs Ladies' and Misses' Shoes, regular	\$1.15
\$1.50 and \$1.75, sale price	
A lot of Children's at 65c and another at	50

If you don't see what you want come to the store and you will find it

## BARGAIN SHOE STORE

SUCCESSOR TO C. G. GIVEN

## NOW THE COUNTRY IS SAFE AGAIN

(United Press Leased Wire.)  
Chicago, Feb. 6.—Joe Leiter, who once tried to corner the wheat market, and gained fame thereby, but not the millions he sought, and Katharine Elkins, daughter of United States Senator Elkins, are both indignant over the report that they are to wed.

"If I have won Miss Elkins away from Duc D'Abruzzi and intend to wed her, this is all news to me," said Leiter, when asked about the report. "It is all a bunch of nonsense. Miss Elkins will not become Mrs. Leiter in the near or distant future. I have met her in Washington, and must say she is a charming girl."

Miss Elkins declares that the report is just as silly as the one linking her name with that of the Duc D'Abruzzi.

"It is absurd," she exclaimed in denying the report in Washington.

"The statement is absolutely groundless, and is particularly annoying in view of the fact that I have just hushed a rumor that I was to wed Duc D'Abruzzi."

### Heinrich Conreid Resigns.

(United Press Leased Wire.)  
New York, Feb. 6.—The recent rumors that Heinrich Conreid, director of the Metropolitan opera house, intends to resign that position have been confirmed.

Conreid will lay down his baton as soon as he and Otto Kahn, who represents the opera house company, can agree on the amount of the profit due the director. Conreid's health has been bad for some time, and during the past few days it has steadily grown worse. His physicians declare that he must go to a warmer climate. The annual Conreid benefit will not be given this year. Every year they have netted the director from \$20,000 to \$22,000.

**To Cure Cold in One Day.**  
Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature on each box 25c.

Marion county Republicans are alive to their duty, and will meet at Salem February 5.

## CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. H. H. H.*

## MAUD GONNE WANTS DIVORCE

(United Press Leased Wire.)  
Paris, Feb. 6.—Maud Gonno McBride and her legal advisors are considering the advisability of an attempt to secure a rehearing of the famous Irish woman's suit for divorce in another jurisdiction, presumably outside French territory.

The French courts take the view that Miss Gonno, having been married to Major McBride in Ireland, where divorces are granted only by act of parliament, no Gaelic tribunal has power to act. The separation yesterday would be satisfactory were it not for the fact that the wife is required to take her child weekly to visit its father.

## TRAIN CAUGHT IN SNOW SLIDE

(United Press Leased Wire.)

Seattle, Feb. 6.—A snowslide three miles west of Wellington on the Great Northern, in the Cascade mountains, buried two engines pulling the overland train No. 3, and held it in the grip of the snow for nearly ten hours yesterday. The slide occurred between two snowsheds. The train which was due in Seattle at 7 o'clock yesterday morning, was running twenty miles an hour. The snowstorm was unusually heavy. The engines escaped the full force of the slide, and while they were covered with snow, their great weight kept them on the rails. The engineer and fireman on the head locomotive dug their way to the outside with difficulty. A messenger was sent back to Wellington to report the accident and within a short time a rotary plow was sent from the west side. The train arrived in Seattle last night.

### ANOTHER BATTLESHIP.

Wisconsin to Go Into Commission the First of April.

Washington, Feb. 6.—On April 1, next, the battleship Wisconsin will be placed in commission at the navy yard on Puget Sound. Her commanding officer has not yet been selected. The Wisconsin has been lying at the navy yard on Puget Sound for several months undergoing repairs.

**CASTORIA.**  
The Kind You Have Always Bought  
Bears the Signature of *Dr. J. C. H. H. H.*

## YOUNG KING IS ALL RIGHT

(United Press Leased Wire.)  
Lisbon, Feb. 6.—Italy will be future home of former Portuguese Prince. He has already arrived that country, never more to trouble Lisbon.

Mmanuel, the boy king of Portugal, is showing marked improvement as a ruler, and his ability to grasp situations is surprising to his ministers. The cabinet is trying to persuade him not to attend the funeral services of his father, brother on Saturday, but so far is determined to accompany mourners. The diplomatic will visit the mortuary chapel tomorrow to review the remains of the king and crown prince.

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We have handled them four years, and they give satisfaction every time.

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